

OFFICE OF HIGHWAY OPERATIONS AND SAFETY



HIGHWAY SAFETY GRANT

Request for Proposal

Federal Fiscal Year 2009

Each year, the Office of Highway Operations and Safety (OHOS) awards grants to state and local governmental units and non-profit organizations to help solve Idaho's most critical traffic safety problems from the behavioral perspective. Our goal is to reduce deaths and injuries from motor vehicle crashes through funding programs and activities that promote safe travel on Idaho's transportation systems, and through collecting, maintaining and disseminating reliable crash statistics. Projects that are considered for funding usually address highway safety problems in one or more of these focus areas: safety restraint use, impaired driving, aggressive driving, youthful drivers, roadway safety/traffic records, emergency medical services (primarily extrication equipment), and bicycle and pedestrian safety. Other highway safety problem areas will also be considered.

The highway safety grant year is the Federal Fiscal Year 2009, which begins October 1, 2008 and runs through September 30, 2009. The grants can provide startup or "seed" money for new programs, provide new direction to existing safety programs, or support state planning to identify and quantify highway safety problems. Grant moneys may also be used for one-time acquisition of technology, system upgrades, and/or equipment purchases that will be used to solve highway safety problems where a demonstrated need exists.

Depending on the type of project, funding may be considered for one, two, or at a maximum of three years. Successful projects in their second or third year normally receive priority. Consideration is then given to new applicants that **show the greatest potential for injury or fatality reduction or system improvement.**

Highway safety projects typically require the grantee agency to provide a portion of the funding for the project, called matching funds. In first year projects, grant money will generally reimburse 75 percent of the total project costs, in the second year 50 percent, and in the third year 25 percent. Matching funds can be in the form of agency funds or resources to support the proposed project. Highway safety programs are "seed money" programs, and agencies are expected to assume the full cost of programs and provide program continuation at the conclusion of the grant funding. **Agencies pay 100 percent of the project costs up-front as accrued, and then request reimbursement monthly or quarterly in the amount of the approved federal share.**

Highway safety funds, by law, cannot be used for highway construction, maintenance, or design. Requests for grant funds are not appropriate for projects such as safety barriers, turning lanes, traffic signals, and pavement/crosswalk markings. Additionally, funds cannot be used for facility construction or purchase of office furniture. Because of limited funding, the OHOS does not fund the purchase of vehicles.

DESCRIPTIONS OF THE FOCUS AREAS AND EXAMPLES OF PROJECTS THAT HAVE BEEN FUNDED:

Safety Restraint Use: The overall goal of the Safety Restraint Program is to reduce deaths and serious injuries from motor vehicle crashes by increasing the proper use of seat belts, booster seats, and child safety seats. Projects may include a combination of safety restraint law enforcement, public awareness programs, purchase of traffic enforcement equipment, and creative education activities. Projects can include adult, teen, and/or child safety restraint use education as a program emphasis, as well as funding to start or improve a local child safety seat distribution program. We encourage jurisdictions with these projects to work closely with their local media to bring visibility to their enforcement activities to increase program effectiveness.

Impaired Driving: The goal of this program area is to remove alcohol and other drug-impaired drivers from the roads and reduce recidivism. A project may include enforcement combined with public information outreach activities. We encourage jurisdictions with these projects to work closely with their local media to "advertise" their enforcement activities and inform their community about highway safety. This program area can also fund DUI arrest system equipment, training for judges and prosecutors, probation programs for repeat offenders, and education programs like alcohol server training, designated driver awareness, underage consumption outreach and enforcement, and DUI courts. The OHOS is searching for creative programs that could reduce impaired driving in your community. All grants will also include seat belt usage emphasis/enforcement to reduce the injuries and deaths resulting from impaired driving crashes.

Aggressive Driving: The goal of this program area is to reduce the incidence of aggressive driving behaviors, such as speeding, failing to yield, following too close, or disregarding signs or signals. The goal is accomplished by enforcing and encouraging compliance with traffic laws through the development and implementation of Selective Traffic Enforcement Programs (STEP), Accident Reduction Teams, Safe Community Programs, model programs to

address aggressive driver behavior, and other similar projects which usually combine effective law enforcement and public awareness activities. All grants will also include seat belt usage emphasis/enforcement to reduce the injuries and deaths resulting from aggressive driving crashes.

Youthful Drivers: The goal of this program area is to reduce the number of injury and fatal crashes by 15-19 year old drivers. Emphasis is on education directed toward youth grades K-12 and college undergraduates, and prevention and enforcement activities. Agencies are encouraged to work with local teen populations—including youth who are working community service for impaired driving offenses, or youth participating in Idaho Drug Free Youth (IDFY) programs, Safe and Drug Free Schools, student governments, and other student organizations dedicated to safety—to create a comprehensive program where teens change the driving behavior of others teens. The OHOS urges agencies to think creatively and work closely with the OHOS when developing a youth program.

Roadway Safety/Traffic Records: The goal of this program area is to improve the safety of the roadway and environment, with special emphasis on the support of record systems that aid in identifying existing and emerging traffic safety problems and evaluating program performance. Roadway projects might include funds to develop and implement systems and procedures for carrying out safety construction and operation improvements; develop guidelines and methods of highway design, construction, and maintenance related to safety issues; upgrade skills of highway personnel; and develop plans for conducting traffic engineering services. Traffic record projects might include enhancements to the crash analysis capability of the Internet version of the Crash Analysis and Reporting System (WebCARS), enhancements in crash data collection and reporting through Idaho's Mobile Program for Accident Collection 2000 (IMPACT 2K), or improvements to traffic safety data systems.

Emergency Medical Services: The goal of this program area is to enhance appropriate, timely, and safe response to crashes and to reduce the time that it takes first responders to remove injured crash victims from the crash site and transport them to advanced medical treatment. Funding priorities for this area are for the purchase of extrication equipment.

Bicycle and Pedestrian Safety: The overall goal of this program is to reduce roadway fatalities and serious injuries by reducing bicycle and pedestrian crashes through education, equipment, and providing direction and support for local communities. Emphasis is on public awareness materials and safety equipment, targeting school-age children, teens through adult, or a statewide campaign designed to reach all age groups.

Other: This category includes all other potential focus areas such as mature driver, motorcycle, train, school bus crashes, work zone safety, etc. The goal of any project in this category must be to reduce roadway fatalities and serious injuries in Idaho.

ELIGIBILITY REQUIREMENTS

1. Grant awards can only be made to local and state governmental entities, and non-profit organizations within Idaho.
2. There must be a demonstrable highway safety crash, fatality, serious injury, and/or systems problem. Grant requests will be evaluated based on crash data.
3. Agencies must have a safety restraint use policy in place prior to the start of grant funding.
4. Law enforcement agencies must demonstrate that they are enforcing the safety restraint laws.

HOW TO APPLY

Interested agencies must complete the attached Letter of Intent and have it postmarked no later than February 15, 2008. Faxed Letters of Intent must be received no later than 11:59 PM MST (before Midnight) on February 15, 2008. Electronic versions of our forms can be found by going to our website at <http://itd.idaho.gov/ohs/> and then clicking on *Highway Safety Programs*. Proposals may be mailed or faxed to:

Idaho Transportation Department
Office of Highway Operations and Safety
PO Box 7129
Boise, Idaho 83707-1129
Fax: (208) 334-4430

Proposals may also be emailed to the Office of Highway Operations and Safety at ohsgrants@itd.idaho.gov. Emails must also be received by 11:59 PM MST (before Midnight) on February 15, 2008.

Feel free to contact the Office of Highway Operations and Safety at (208) 334-8100 for questions or assistance.